



CANDLESTICK PARK TRANSPORTATION IMPROVEMENT PLAN

PROPOSAL FOR CITIZEN REVIEW

PREPARED BY

CANDLESTICK PARK TRANSPORTATION TASK FORCE

DEPARTMENT OF CITY PLANNING

AUGUST, 1988

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CANDLESTICK PARK TRANSPORTATION TASK FORCE

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Paul Toliver	Art Curtis	SF Municipal Railway
Cheryl Towns		New Bayview Committee
Don White		Golden Gate Transit
Benny Wright	Carol Benihoff	Bay View Hill Neigh. Assoc.

EXHIBIT 100-100-100-100-100

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EXECUTIVE SUMMARY

This report provides a plan of action for the improvement of transportation conditions at and around Candlestick Park. The plan is the product of the Candlestick Park Transportation Task Force, which was formed at the request of the Board of Supervisors in order to respond to existing and anticipated transportation problems at the stadium. Specific concerns addressed in the report include the expansion of the seating capacity of the stadium, the decrease in parking capacity near the stadium as a result of the development of Candlestick Park State Park, traffic congestion, transit service and impacts of stadium traffic on adjacent residential neighborhoods.

Existing Conditions

A typical sold out event at Candlestick Park attracts approximately 58,000 fans. Approximately 82 percent of the fans arrive by automobile, resulting in a parking demand of 17,780 vehicles. About 18 percent of the fans use transit to attend a typical event, although transit vehicles are afforded only minor preferential treatment at the stadium. Traffic congestion is very heavy after an event, with the greatest congestion occurring on southbound US 101 between Candlestick and the Peninsula. If all vehicles parked at the stadium attempted to leave the area at the same time via a single one-lane road, they would create a line of cars 84 miles long.

Recommended Actions

The Transportation Improvement Plan includes specific recommendations for improving transit, reducing traffic congestion and reducing neighborhood traffic impacts. Major opportunity areas for decreasing traffic congestion include increasing the use of public transit and increasing the use of alternative roadways such as the I-280 freeway. Specific recommendations are summarized below.

Transit Improvements

- Preferential treatment for Candlestick Park buses on Ingerson Avenue so that bus passengers can avoid post-game traffic congestion; and
- Promotion of transit services in event publications, on the stadium scoreboard and in the media.

Traffic Improvements

- Improved directional signage to promote increased utilization of alternative routes such as I-280 and Carroll Avenue;
- Promotion of alternative routes in ticket mailings, in event publications, on the scoreboard and in the parking lot.

EXHIBIT 10

This report contains a general overview of the information in the exhibit. It is not intended to be a substitute for the exhibit itself. The exhibit is a collection of documents that are relevant to the investigation. The documents are organized into sections that correspond to the topics listed in the table of contents. The documents are presented in the order in which they were received by the investigator. The documents are presented in the order in which they were received by the investigator. The documents are presented in the order in which they were received by the investigator.

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Parking Improvements

- Restripe the main parking lot with 8 foot wide parking stalls in place of current 8.5 foot wide stalls to increase parking capacity;

Neighborhood Traffic Improvements

- Enforce traffic restrictions on Ingerson, Gilman and Jamestown Avenues before and after events, and prohibit left turns from westbound Gilman and right turns from westbound Jamestown during post-game periods;
- Enforce parking restrictions on residential streets, including the Little Hollywood neighborhood west of US 101.
- Test the impact of closing Jamestown Avenue to post game traffic at Harney Way during the 1988 football season.

Chapter 1

INTRODUCTION

The recommendations of the Candlestick Park Transportation Task Force for the improvement of transportation conditions at and around Candlestick Park are summarized in this report. The plan emphasizes short-range, easily implementable actions to improve transportation conditions. Candlestick Park and the nearby roadway system are shown on Figure 1.

The Candlestick Park Task Force was created in 1987 at the request of the Mayor and the Board of Supervisors to develop objectives and a plan of action for the improvement of transportation conditions at Candlestick Park in light of:

- The anticipated loss of approximately 3,000 temporary parking spaces in the state-owned property north of the stadium in June, 1989;
- The expansion of the seating capacity of the stadium from approximately 60,000 to approximately 63,000 persons for baseball and 67,000 persons for football games; and
- The on-going concerns of residents in the vicinity of Candlestick Park regarding the negative impacts of traffic congestion and neighborhood parking problems related to stadium events.

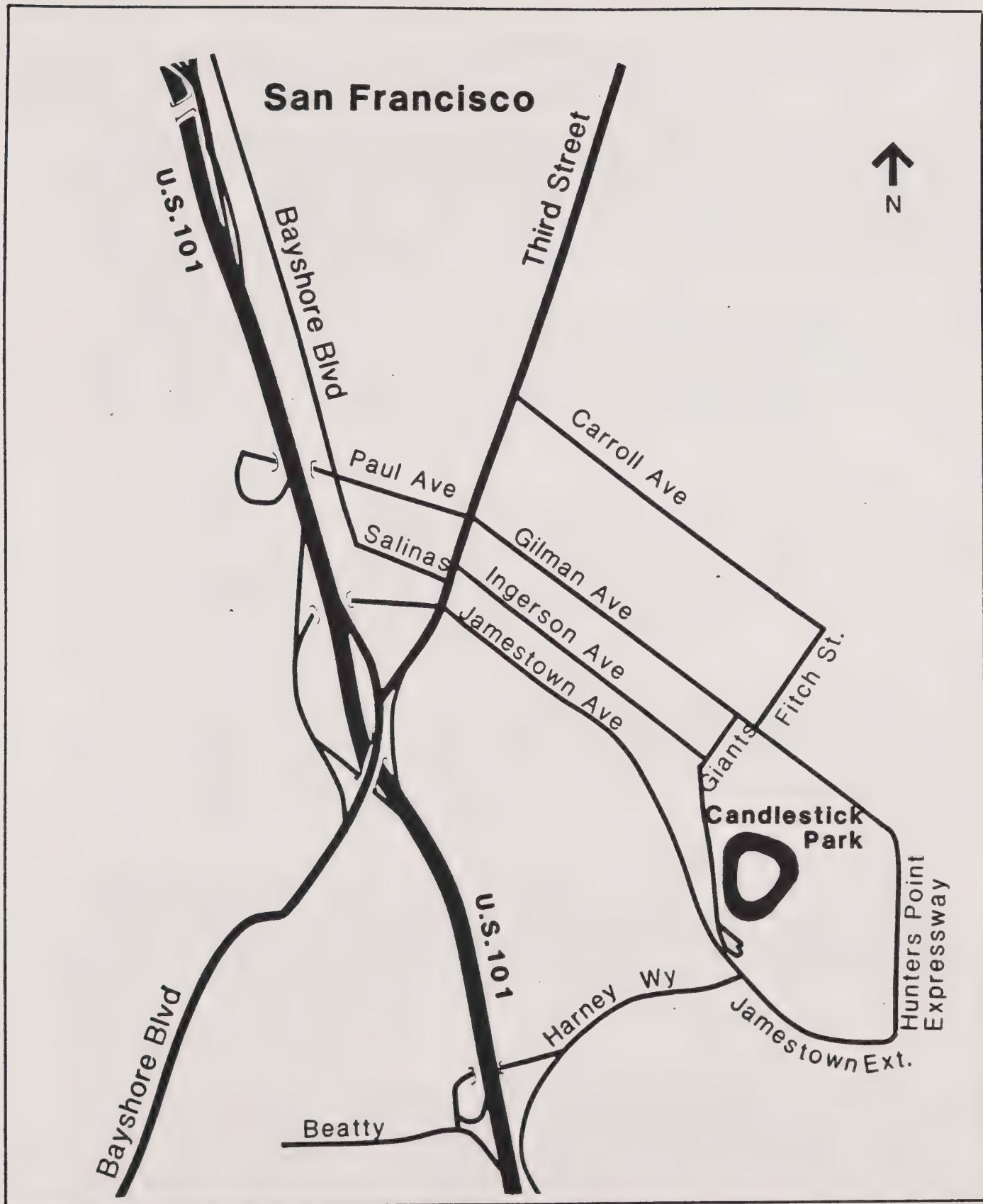


FIGURE 1
ROADWAY NETWORK

0 1000
Scale

Chapter 2

EXISTING CONDITIONS

This chapter briefly describes the existing parking, transit, and traffic conditions near Candlestick Park and summarizes the impacts these conditions have on nearby neighborhoods. For a more in-depth description of existing transportation conditions at Candlestick Park, the reader is referred to the companion report "Candlestick Park Transportation Study - Existing Conditions, Constraints, and Opportunities," prepared by the Candlestick Park Task Force in February, 1988.

The description of existing conditions at Candlestick Park described below is based on an analysis of a sold-out 49ers football game on September 25, 1985. That analysis was performed by the Department of Public Works Bureau of Traffic Engineering and published in the report "Traffic Impact Study on Candlestick Park Expansion" in 1986.

Existing Parking Conditions

Approximately 17,800 autos are driven to Candlestick Park for a typical sold-out game. Figure 2 shows the existing parking lot locations and Table 1 indicates the capacity and ownership of each of the lots. Approximately 3,000 of the vehicles driven to Candlestick Park for a sold-out game park in the area scheduled to be developed by the State in June, 1989.

Existing Transit Conditions

About 18 percent of the people attending a typical sold-out game at Candlestick Park arrive by bus. Public transit service is provided by the San Francisco Municipal Railway (MUNI), SamTrans, Golden Gate Transit (football only) and Santa Clara County Transit (football only). Additionally, numerous privately operated charter services are contracted by restaurants, hotels, bars and formal and informal groups of fans.

MUNI carries approximately seven percent of the total crowd attending a sold-out game, while the charters carry about five percent, SamTrans about three percent, Golden Gate Transit about two percent and Santa Clara County Transit a little over one percent of the total attendance. Buses receive little in the way of preferential traffic treatment while leaving the stadium and are often caught in traffic along with other vehicles. All buses except MUNI are charged a \$20 parking fee.

Existing Traffic Conditions

Post-game traffic following a sold-out game can require up to two hours to reach nearby freeway on-ramps. Drivers departing Candlestick Park are overly reliant on southbound U.S. 101 freeway, which is typically overloaded with stadium traffic. Little use is made of the nearby I-280 freeway in either the southbound or northbound direction by stadium drivers. Traffic flows leaving the stadium on nearby city streets after a game have a tendency to disperse as they move away from the stadium, only to reconverge at local freeway entrances. Directional signage on city streets is in need of upgrading and repair.

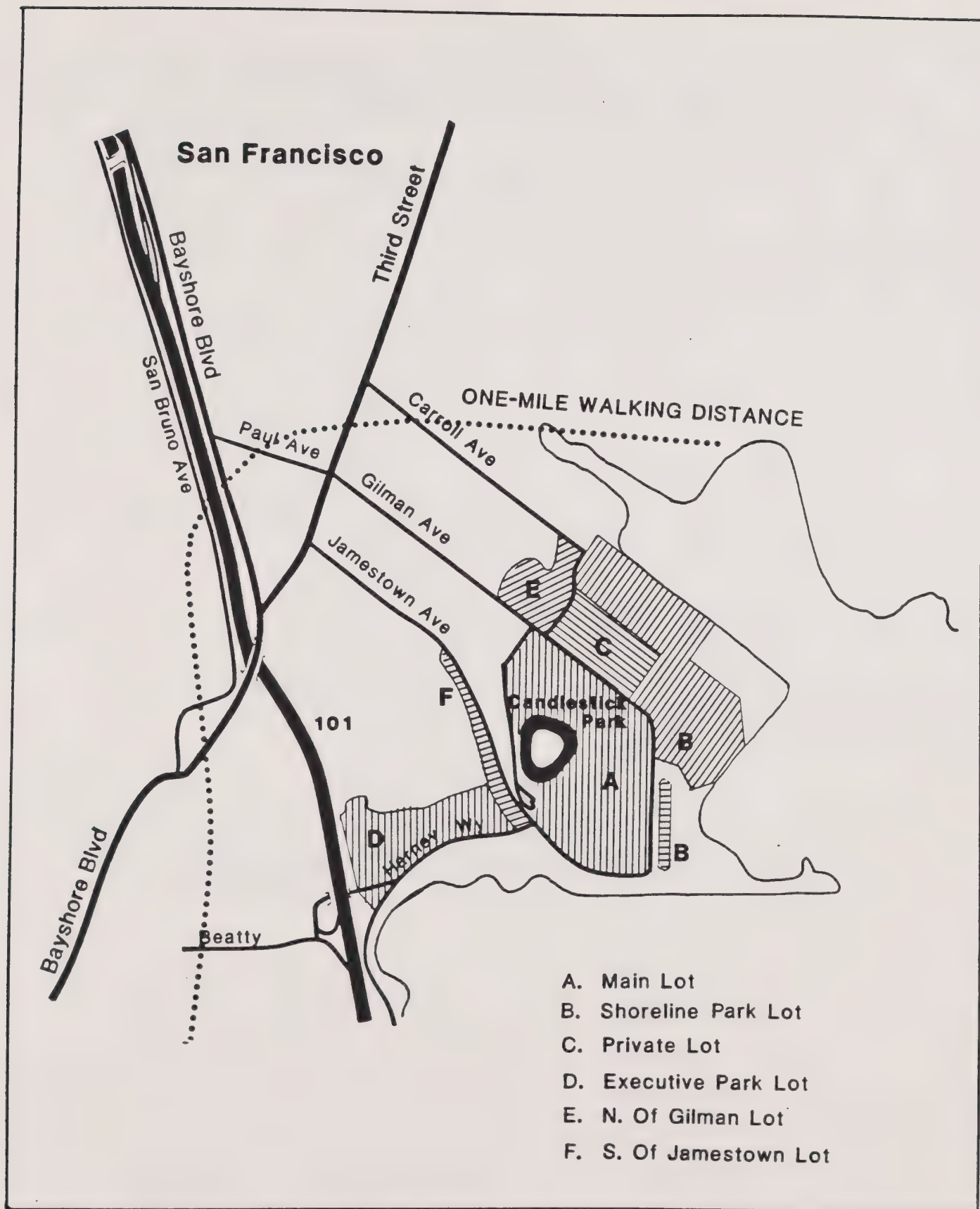


FIGURE 2
STADIUM PARKING LOCATIONS

Table 1

EXISTING STADIUM LOTS AND ON-STREET PARKING SUPPLY
September 29, 1985 Football Game

<u>LOCATION</u>	<u>SPACES AVAILABLE</u>	<u>CARS PARKED</u>	<u>COMMENTS</u>
A. Main Lot	7,340	7,040	Not including 291 campers, 152 buses and 600 official autos in the Stadium Reserved Lot.
B. Shoreline Park	6,660	4,290	State Shoreline Park land (200 paved).
C. Private Land	2,000	1,800	Privately-owned land (unpaved).
D. Executive Park	2,000	1,710	Short-term lease to private operator (1440 paved).
E. North of Gilman	1,000	970	330 in State Lot, 300 in Housing Authority Lot and 370 in Church Lot.
F. S. of Jamestown	1,300	1,270	Short-term lease to private operator. Unpaved.
On-Street Parking	700	700	Estimated 700 spaces available game parking out of 1,000 on-street spaces within one mile of stadium.
TOTAL	<u>21,000</u>	<u>17,780</u>	

SOURCE: "Traffic Impact Study on Candlestick Park Expansion," Department of Public Works, 1986.

Existing Neighborhood Impacts

In order to accommodate stadium-generated traffic demands, on-street parking is prohibited on many nearby residential streets on game days. Access to neighborhood residences can be very difficult due to post-game traffic congestion which can overwhelm local streets and convert them to one-way operation. Illegal parking by stadium drivers in residential areas is also a problem.

Chapter 3

TRANSPORTATION IMPROVEMENT ACTION PLAN

This chapter describes the action plan for improving transportation conditions at Candlestick Park. In light of existing traffic congestion problems and the limited potential for locating additional parking in the vicinity of the stadium, the plan emphasizes increasing the percentage of stadium guests arriving by transit. This strategy will decrease parking demand, while reducing traffic congestion for stadium guests, local residents and other motorists in the area alike.

Strategies for maximizing the supply of parking available for Candlestick Park guests are discussed briefly below, followed by very specific plans to improve transit service, improve traffic flow and reduce neighborhood impacts in the vicinity of Candlestick Park.

The overall goal for the Transportation Improvement Action Plan is to decrease the parking and traffic demands of the stadium, primarily by increasing the percentage of stadium guests who arrive by transit. The existing "mode split" characteristics of Candlestick Park, along with the target mode split goals set by the Task Force, are shown on Table 2. These goals represent a 100 percent increase in the number of fans who use transit to attend a sold-out game at Candlestick Park. Shifts of this magnitude are necessary in order to allow for an anticipated 7,000 person increase in the capacity of the stadium at the same time that the stadium's parking capacity is being decreased by approximately 2,000 spaces.

Clearly, these goals represent significant changes in transit use, and will require a vigorous and well-organized effort on the part of the City, the State, the Giants, the 49ers, and their fans. Specific actions which have been recommended by the Candlestick Park Transportation Task Force are described below under three separate headings: improving transit services, increasing vehicle occupancy, improving traffic circulation and decreasing neighborhood impacts. Each of these subjects is discussed below, followed by a set of specific recommended actions and the agency responsible for implementing it.

PARKING IMPROVEMENT PLAN

The proposed expansion of Candlestick State Park will reduce the existing parking supply by approximately 2,000 spaces. Figure 3 shows the area proposed to be developed by the State Park in June, 1989. Approximately 3,000 vehicles are typically parked in this area on the day of a sold-out event at Candlestick Park. It is estimated that approximately 1,000 of these vehicles could be relocated to more remote sections of the State-owned property, resulting in a net decrease of 2,000 parking spaces in the stadium area. Prospects for locating additional parking within one mile of Candlestick Park are limited by land availability and cost, as discussed below.

Little vacant land is available within walking distance of the stadium, and no funds are available for either the purchase of additional property or the construction of multiple-level parking facilities. The most feasible site

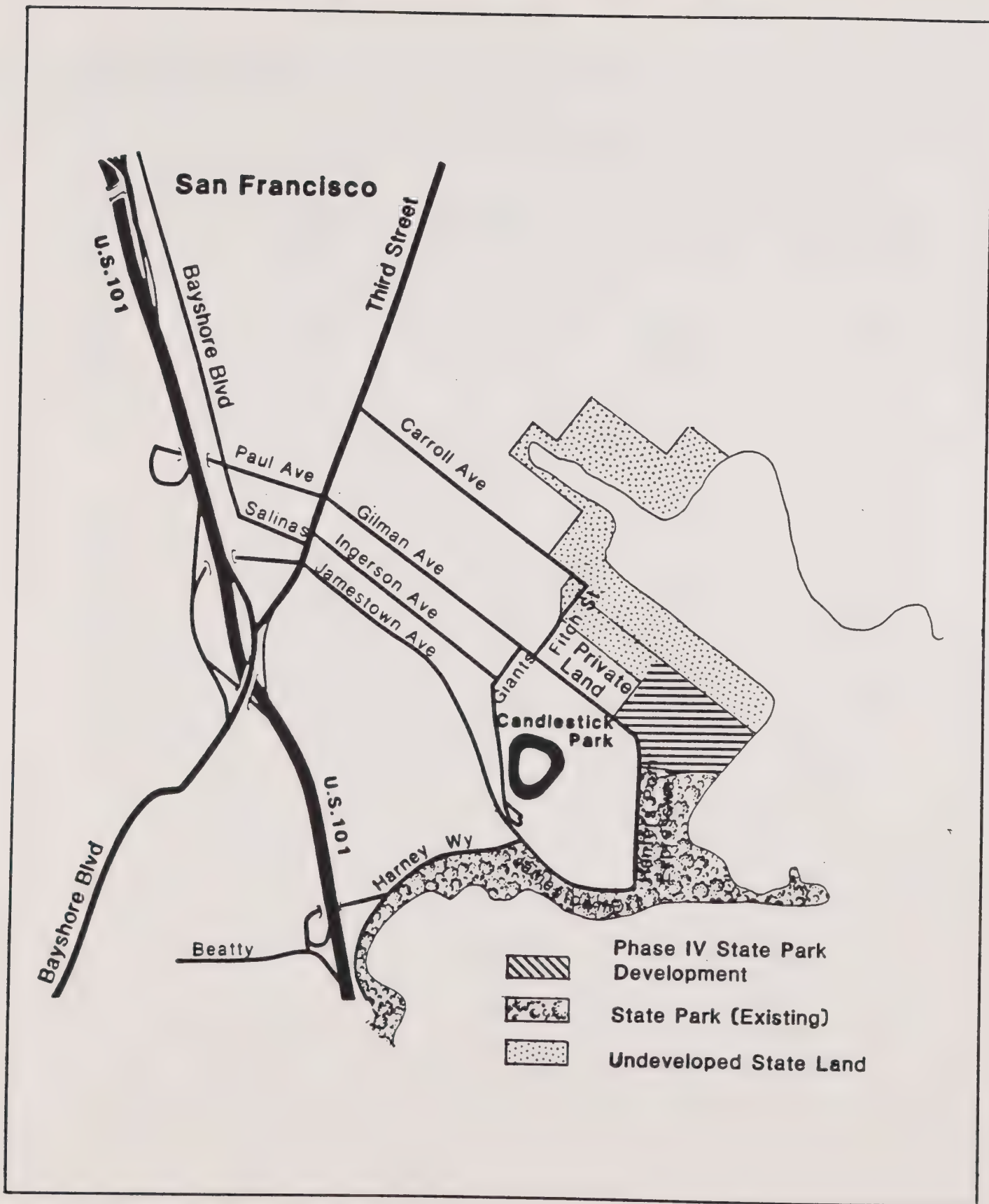


FIGURE 3
STATE PARK LANDS TO BE DEVELOPED

Table 2
CANDLESTICK PARK MODE SPLIT GOALS

<u>MODE OF ARRIVAL</u>	<u>VEHICLES PARKED</u>	<u>PERSONS CARRIED</u>	<u>PERCENT PER VEHICLE</u>	<u>OF PERSONS</u>
<u>Existing</u>				
Auto	17,060	47,500	2.8	81.8
Bus	200	10,250	51.0	17.7
Other (Walk, Taxi)	-	300	N/A	0.5
TOTAL	17,260	58,050	3.4	100.0
<u>1989 Goals</u>				
Auto	15,050	44,100	2.9	67.8
Bus	400	20,500	51.0	31.5
Other (Walk, Taxi)	-	400	N/A	0.6
TOTAL	15,350	67,000	4.4	100.0

for additional parking found by the City of San Francisco Real Estate Department in their report "Survey of Parking in the Candlestick Park Area," June, 1986, is on Southern Pacific railroad property located west of U.S. 101 in the City of Brisbane. This site would require shuttle bus service to reach Candlestick Park, and would require special land use permits from Brisbane, as well as a lease agreement with the Southern Pacific.

Specific measures which are recommended for the improvement of parking availability at Candlestick Park are described below, followed by the agency responsible for implementing the measure:

- The capacity of the existing paved lot can be increased by restriping the stalls with 8 foot widths, rather than the existing 8.5 foot widths. This measure would increase the parking capacity of the main lot by approximately 350 spaces; (Recreation and Park Department) and
- The potential for developing a satellite parking area on Southern Pacific property in Brisbane should be pursued to determine acceptability with the City of Brisbane and land, construction and shuttle bus costs (Real Estate Department).

TRANSIT IMPROVEMENT PLAN

Transit service can be improved at Candlestick Park by providing preferential treatment for buses serving the stadium, by providing better publicity of existing transit services, and by expanding transit services. Preferential treatment for buses will increase transit speeds, making transit use much more attractive for stadium guests. Increasing transit ridership will in turn decrease traffic congestion, parking problems and neighborhood traffic impacts. Increasing fan awareness of express bus services and expanding those services will also help to increase transit patronage.

Improving Transit Speeds

Strategies recommended by the Task Force for improving transit performance focus on the post-game period when traffic congestion is most severe. Figure 4 shows the route Candlestick buses use between the stadium parking lots and nearby freeway ramps and other egress routes. Although Ingerson Avenue is designated for bus traffic only after a game at Candlestick Park, this restriction is not well signed and is frequently violated by other stadium traffic. Buses are also delayed at the intersection of Ingerson Avenue with Third Street, where they must cross the flow of other traffic leaving the stadium at an unsignalized intersection. Buses are also delayed at the intersection of Third Street with Jamestown Avenue, where they merge with outbound stadium traffic on Jamestown Avenue onto the two lane roadway leading to the Third Street/U.S. 101 interchange. Specific strategies for preventing non-bus traffic on Ingerson Avenue as well as for speeding bus traffic between the stadium and the freeway are described in the following sections.

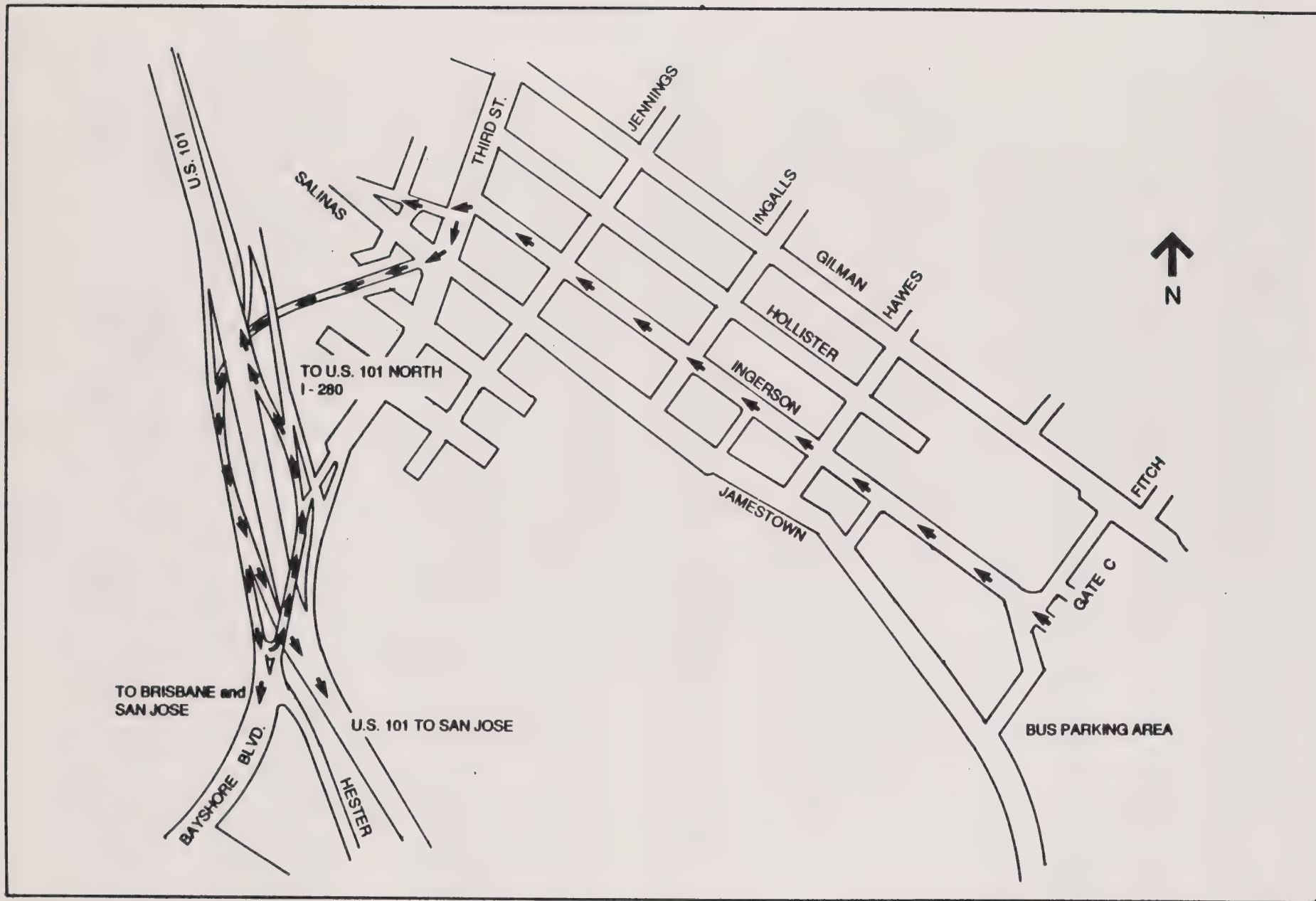


FIGURE 4
BUS EGRESS ROUTES

Parking Lot Strategies - Since most of the non-bus stadium traffic on Ingerson Avenue after a game originates at the stadium parking lot, several measures are recommended within the parking lot to discourage auto access to Ingerson Avenue. These changes are listed below along with the agency or agencies responsible for implementing each measure:

- Forcing all non-bus traffic exiting Gate C after a game to turn right onto Giants Drive (SFPD);
- Rearranging bus parking areas within the lot so that only buses are parked in the vicinity of Gate C (Giants, 49ers and Candlestick Parking Services); and
- Closing the northern section of Gate C before the end of a game (SFPD).

Other parking lot strategies considered by the Task Force include decreasing the \$20 parking fee charged for buses, lowering public transit fares and offering discounted ticket prices to groups arriving at the stadium by bus. While these measures would be effective in encouraging transit use, no arrangements have been made to compensate the agencies that would be subsidizing the lower transit costs. One possible measure would be to increase automobile parking costs while lowering bus parking costs and decreasing transit fares.

Enforcement Strategies on Jamestown, Ingerson and Gilman Avenues - Non-bus stadium traffic also reaches westbound Ingerson Avenue from sidestreets via Jamestown Avenue and Gilman Avenue after a game. This traffic can be discouraged by:

- Prohibiting left turns from Gilman Avenue to Hawes, Ingalls and Jennings Streets (as is currently done at Gilman/Third following a game) using portable "NO LEFT TURN" signs (signs provided by DPW, installed by SFPD);
- Prohibiting right turns from westbound Jamestown Avenue at the intersections of Coronado, Hawes, Redondo, Ingalls, and Jennings Streets using portable "NO RIGHT TURN" signs (DPW and SFPD); and
- Enforcement of these restrictions by roving motorcycle police officers (SFPD).

Another measure considered by the Task Force includes posting signs reading "NO BALLPARK TRAFFIC - BUSES AND RESIDENTS EXCEPTED" or "LOCAL TRAFFIC ONLY - BUSES EXCEPTED" along Ingerson Avenue. While these signs would inform ballpark drivers that Ingerson Avenue is restricted to bus and local traffic before and after Candlestick Park events, police would still have some difficulty distinguishing ballpark drivers from local drivers.

Traffic Engineering Strategies - In order to minimize the delays to transit at the intersections of Ingerson/Third and Third/Jamestown, it is recommended that a traffic signal be installed at the Third/Ingerson intersection. This signal should be programmed to provide a smooth

progression of green lights for bus convoys travelling through these two intersections to minimize the potential for buses being stopped on the uphill grade of southbound Third Street between Ingerson and Jamestown Avenues. Such a signal program would also reduce the number of police officers currently needed to operate the traffic signal at Third/Jamestown manually (1 officer), and to direct traffic at the Ingerson/Jamestown intersection (3 officers) after a game (DPW).

Additionally, it is recommended that a traffic signal be installed on Bayshore Boulevard at the intersection with the ramp terminal of the off-ramp from southbound US 101, near Hester Avenue. This signal would create gaps in the traffic on northbound Bayshore Boulevard so that buses and other vehicles could easily make the left turn from the off-ramp roadway onto northbound Bayshore Boulevard. This route is used by many buses to access I-280 from Candlestick Park after Candlestick events. This signal could be programmed to operate on flashing operation at all times except game days (DPW).

Improved Publicity of Transit Services - Increasing fan awareness of existing transit services through improved publicity and public information can help increase the utilization of these services. Recommended strategies to improve transit publicity include:

- Publishing a public transit service map in the game program. A recommended map prepared by the transit operators is shown on Figure 5. (Giants and 49ers);
- Publishing a transportation pamphlet or flyer which could be distributed to all drivers in the stadium parking lot or placed in season ticket mailings (Giants and 49ers);
- Using the stadium scoreboard to publicize transit services during the game (Giants and 49ers);
- Urging local news media to provide transit information (Giants and 49ers); and
- Encouraging purchasers of large groups of tickets to use charter buses (Giants and 49ers).

Expanded Transit Services

Additional public and private transit services to Candlestick Park should be encouraged by the Giants, the 49ers and the City. Transit capacity is particularly critical on the Municipal Railway (MUNI), which carries many crush loads following major events at Candlestick. MUNI capacity could be increased at little incremental cost by having some buses return to the stadium for a second load of passengers after the game. This would be particularly convenient for stadium employees such as vendors and food preparers who remain at the stadium for some time after the end of the game. The greatest short-range potential for expanded transit services lies with private charter bus operations organized and sponsored by hotels, restaurants, bars and fan groups. Specific measures for increasing transit capacity include:

- Returning some MUNI buses to Candlestick for a second outbound run after the game (MUNI);
- Publicizing regular charter bus operations in the game program as shown on Figure 6 (Giants and 49ers); and
- Mailing a list of restaurants, bars and fan organizations which sponsor and organize charter bus operations directly to all season ticket holders (Giants and 49ers).

Increasing Vehicle Occupancy

Only a minor increase in the average number of persons per vehicle is anticipated as a result of the decrease in the parking supply at Candlestick Park and the proposed increase in transit usage. The Task Force considered several measures to encourage an increase in the average vehicle occupancy, such as preferential parking or differential parking fees for vehicles with four or more passengers. However, none of these measures are recommended at this time. It should be noted that many stadium employees are actually encouraged to drive alone to the park by union agreements which require the food service and novelty concessionaire to reimburse employees for their parking costs. The Harry M. Stevens Company estimates that approximately 250 parking spaces are occupied by its food service and novelty employees during a typical sold out event. The Giants estimate that approximately 400 ushers, ticket takers, janitors and miscellaneous employees are given free parking during a capacity Giants game. No incentives are offered to encourage employees to arrive at the park by transit or in carpools.

TRAFFIC IMPROVEMENT PLAN

Traffic conditions in and around Candlestick Park can be improved by educating drivers about alternate traffic routes to and from the stadium and through improved roadway signage. Improving traffic conditions on major stadium access and egress routes will decrease traffic delays for stadium guests and nearby residents, improve traffic safety and decrease the temptation for motorists to use residential streets. The major alternate route to be stressed is the I-280 freeway, which is largely underutilized by Candlestick drivers. Improved traffic signal timing can also help to increase the capacity of streets serving Candlestick Park traffic during post-game periods.

Signage

Improved roadway signage is a critical measure in improving traffic flow at Candlestick Park. The existing system of Candlestick Park "trailblazer" signs (with the silhouette of a football and baseball player and an arrow indicating the routes to the stadium parking areas) is a good signage system but is now incomplete and in need of repair. Overhead signs along Harney Way have been damaged and are in need of replacement. Lack of directional signage on other routes results in an overdependency on U.S. 101, the most well-known but also the most congested route serving the stadium. Specific signage improvements recommended by the Task Force are shown on Appendix A and are

Bus to the Game!

Ride Public Transit to Candlestick Park

Golden Gate Transit

Golden Gate buses provide express service from the Larkspur Ferry Terminal where there is plenty of free parking. Buses will leave from 2½ to 1½ hours before game time. The round trip fare is \$8.00. Tickets can be purchased at the Larkspur Ferry Terminal or at Bus Transit, 1011 Andersen Dr., in San Rafael. For additional information call: (415) 453-2100 in Marin, (707) 544-1323 in Sonoma.

San Francisco Municipal Railway (Muni)



Muni provides express service to Candlestick Park for ballgames on the 9X, 28X, and 47X Ballpark Express lines. There is also direct service to games on the Ballpark Shuttle beginning from Bacon St. & San Bruno Ave., and some of the 15 Third Street line buses beginning from near City College.

BART riders have easy access to the 9X Ballpark Express from the Montgomery Street Station, and the 28X Ballpark Express and 15 line service from the Balboa Park Station.

For information on Muni's ballpark service — routes, schedules, and fares — call the Telephone Information Center at (415) 673-MUNI.

BART

Take your BART, Please —
For information call (415) 788-2278



AC Transit

Covers the Easy Bay, with connections at SF's Transbay Transit Terminal.
For information, call (415) 839-2882.



San Mateo County Transit



SamTrans buses provide express service from popular Peninsula sites. Round-trip express fares just \$3.00 and \$4.00. For additional information call: (415) 761-7000 in San Francisco, 871-2200 North County, 348-8858 Central County, 367-1500 South County.

Santa Clara County Transit



Non-Stop Sports Bus Service —
\$49 Season Pass, \$6 Round Trip
Information: (408) 287-4210 —
(415) 965-3100

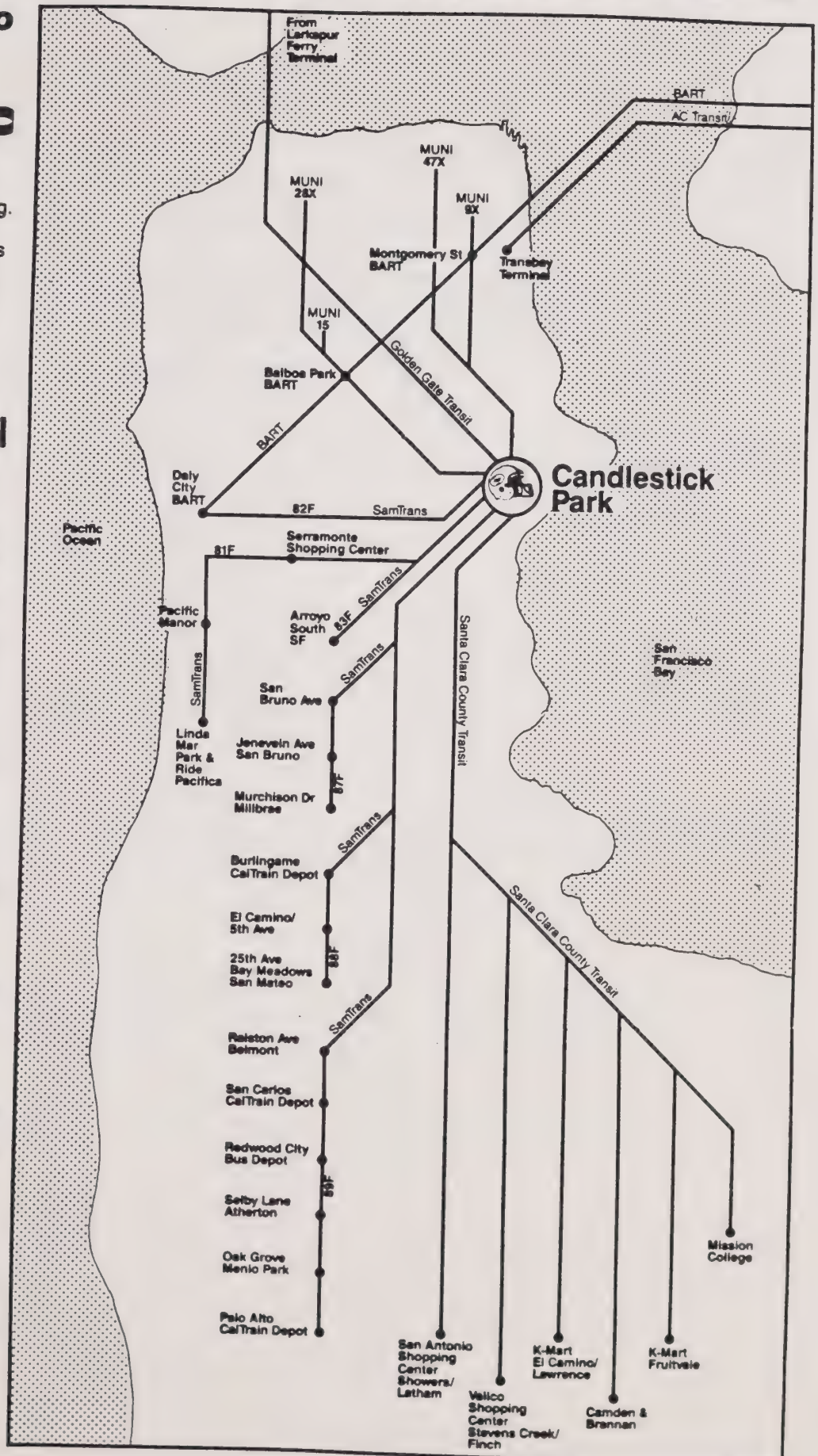


FIGURE 6

CHARTER BUS SERVICES TO 49ERS GAMES

49er Booster Clubs and hotels and restaurants throughout Northern California organize charter bus services to all 49er games. For information and reservations about these services, call the number shown below.

<u>CITY</u>	<u>BUS LEAVES FROM</u>	<u>RESERVATIONS</u>
Benicia	J&M Lounge	(707) 745-9949
Foster City	Holiday Inn	(415) 570-5700
Hayward	Antonino's Restaurant	(415) 537-3959
Merced/Modesto	Various Locations	(209) 383-1563
Orinda	Casa Orinda	(415) 254-2981
Sacramento	Dante Club	(916) 925-8230
San Francisco	Bus Stop Saloon	(415) 567-6905
San Rafael	Northgate #1	(707) 446-8358
South San Francisco	Holiday Inn	(415) 589-7200
Stockton	Lincoln Village South	(209) 466-7375
Union City	Holiday Inn	(415) 489-2200
Walnut Creek	Walnut Creek BART	(415) 935-0202

described below, along with the agency or agencies responsible for implementing each measure:

- Replacement of missing signs directing motorists to various access routes to Candlestick Park parking lots as indicated in Appendix A (DPW); and
- Additional signage at parking lot exits and along Harney Way, Gilman Avenue, Carroll Avenue and Third Street which indicate how to get to I-280 South and North from Candlestick Park (DPW and Caltrans).

Educational Efforts

Numerous methods of educating Candlestick Park guests about alternate egress routes such as I-280 are recommended by the Task Force. These methods and the responsibility for implementation are described below:

- Publishing a map containing "traffic tips" on the best routes to and from the stadium in the game program and distributing the map in the parking lot. A recommended map is shown on Figure 7. (Giants and 49ers);
- Encouraging newspapers, TV and radio stations, and radio traffic reporters to publicize recommended traffic routes (Giants and 49ers);
- Publicizing recommended route information on the stadium scoreboard during the game (Giants and 49ers);
- Providing maps with recommended route information in season ticket mailings (Giants and 49ers); and
- Providing changeable message signs on southbound U.S. 101 and southbound I-280 north of the U.S. 101/I-280 interchange during post-game periods which encourage non-game traffic to use southbound I-280 between San Francisco and San Jose, thus decreasing traffic on southbound U.S. 101 (Caltrans).

Signal Timing

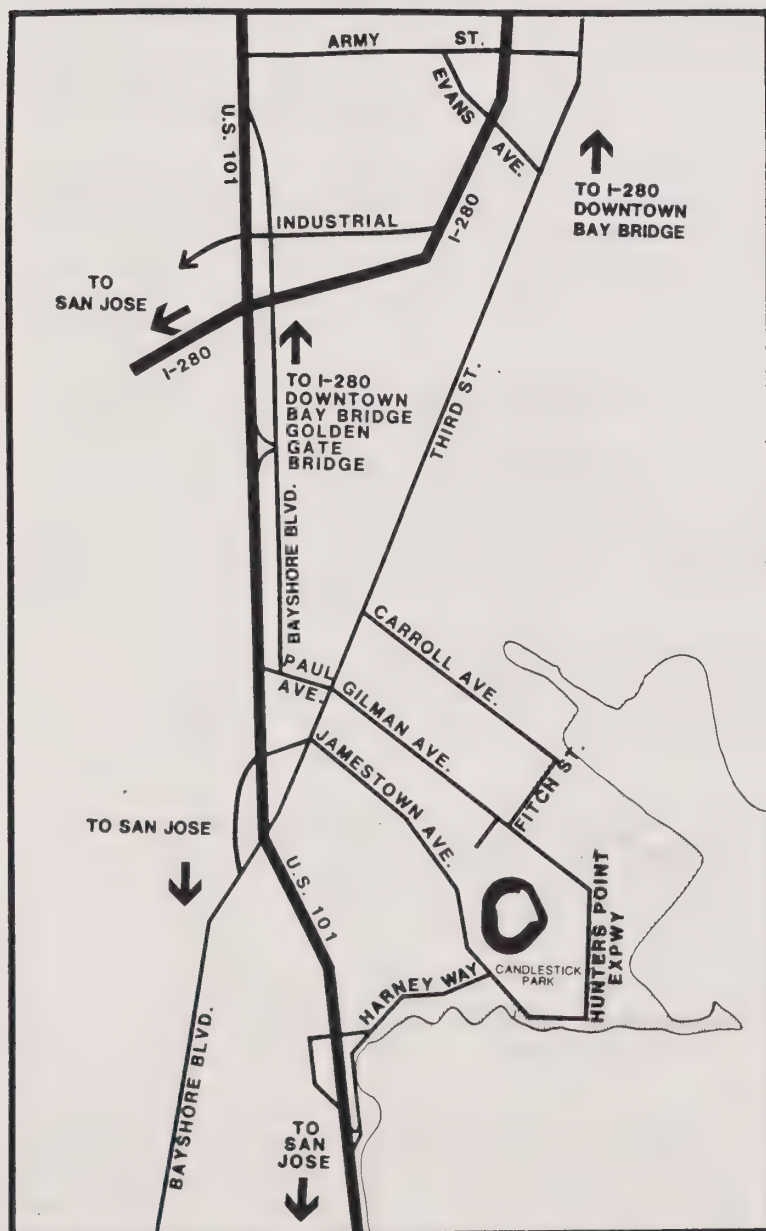
Minor adjustments in traffic signal timing schemes can help to increase the capacity of streets serving Candlestick Park during post-game periods. Recommended signal timing changes are described below. These changes would all be implemented by the Department of Public Works.

- Create a post-game signal timing scheme on Third Street between Gilman Avenue and Harrison Street which would provide a progression of green lights for northbound Third Street traffic; and
- Increase the green time for the left turn movement from northbound Bayshore Boulevard onto westbound Alemany Boulevard at the Bayshore/Alemany/Industrial intersection during post-game periods to encourage use of this route to the I-280 freeway.

FIGURE 7

CANDLESTICK PARK TRAFFIC TIPS

- In the last two hours BEFORE A GAME, it is quicker to use the Third Street exit from U.S. 101 instead of the Candlestick Park exit. Go north on Third Street to Carroll Avenue. Turn right on Carroll Avenue and go straight to the dirt parking lots.
- AFTER A GAME, traffic is heaviest on southbound 101 toward the Peninsula and San Jose. Avoid this traffic by using 101 NORTH to reach I-280 SOUTH. GO NORTH TO GO SOUTH!
- Traffic on the U.S. 101/80 freeway through downtown San Francisco is often very heavy AFTER A GAME. Avoid this route by using I-280 or Third Street.



EAST BAY DRIVERS POST GAME TIPS

To reach the Bay Bridge, it is often best to avoid the U.S. 101/80 freeway through downtown San Francisco. Recommended alternate routes are:

ON HARNEY WAY - Use the left lane of Harney Way. Go north (toward downtown) on U.S. 101 for about a mile, then take the I-280 NORTH exit toward "Port of S.F." Stay on this freeway for about two miles, then take the 6th Street exit. Go north on 6th Street to the second traffic signal (Bryant Street). Turn right onto Bryant Street and follow the signs to the Bay Bridge.

ON GILMAN AND CARROLL AVENUES - Use the right lane of Gilman or Carroll Avenue. At Third Street (traffic signal) turn right and go toward downtown. Stay on Third Street for about four miles. Turn right on Harrison Street and follow the signs to the Bay

PENINSULA AND SOUTH BAY DRIVERS - POST GAME TIPS

Use I-280 and miss the traffic congestion on southbound U.S. 101. Recommended routes to I-280 are:

ON HARNEY WAY - Use the left lane of Harney Way. Go north (toward downtown) on U.S. 101 for about one mile, then take the I-280 SOUTH exit toward Daly City. In other words, GO NORTH TO GO SOUTH!

ON GILMAN OR CARROLL AVENUES - Use the right lane of Gilman or Carroll Avenue. At Third Street (traffic signal) turn right, toward downtown. Go about two miles to either Evans Avenue or Army Street. Turn left on either Evans or Army and follow the signs to the I-280 SOUTH entrance. In other words, GO NORTH TO GO SOUTH! Once on the freeway, follow the signs for I-280 SOUTH toward Daly City.

Traffic Enforcement

Police enforcement can help improve traffic flow by reducing conflicts between traffic flows and between traffic and pedestrians. While problems and potential conflicts occur throughout the area during post-game periods, particular locations noted by the Task Force include the intersection of Harney Way with Thomas Mellon Drive, where vehicles exiting Thomas Mellon attempt to cross several lanes of Harney Way traffic in order to reach the northbound US 101 on-ramp, and along the north sidewalk of Harney Way, where pedestrians sometimes overflow onto the northernmost lane of Harney Way.

PLAN TO REDUCE NEIGHBORHOOD IMPACTS

Task Force recommendations for reducing the neighborhood traffic and parking impacts of Candlestick Park include improving neighborhood traffic and parking enforcement and reducing stadium traffic on residential streets. These measures will reduce neighborhood traffic impacts without affecting the capacity of nearby freeways, which are the real constraints on the flow of post-game stadium traffic.

Improved Traffic and Parking Enforcement

It is recommended that enforcement efforts be better coordinated in order to ensure two-way access on residential streets and to discourage illegal parking activity in residential areas and along stadium access and egress routes. Specific recommendations are listed below along with the agency or agencies responsible for implementing each measure:

- Ensure two-way traffic flow on Ingerson Avenue at all times in order to allow for neighborhood and emergency vehicle access as well as for buses returning to the stadium for a second load of passengers after a game (SFPD);
- Enforce the right turn traffic prohibitions from Jamestown Avenue and the left turn prohibitions from Gilman Avenue after a game (as discussed in the Transit Improvement Plan) in order to decrease neighborhood traffic impacts (SFPD); and
- Enforce parking restrictions on residential streets, including the Little Hollywood neighborhood west of US 101 and south of Bayshore Boulevard during a game (SFPD).

Another measure considered by the Task Force was striping Jamestown and Ingerson Avenues for three lanes of traffic: one eastbound lane, one westbound lane and one reversible middle lane. This plan would improve traffic conditions on these streets on game days, when parking is prohibited on both sides of these streets and the full 40 foot width of the street is available for traffic. However, it would be very confusing during normal times when residents' vehicles are parked at the curbs and the remainder of the street is only wide enough for one lane of traffic in each direction.

De-Emphasis of Jamestown Avenue

Since the Alana Way underpass below U.S. 101 at the Candlestick Park exit was constructed in 1975, Jamestown Avenue has become much less important as an egress route between Candlestick Park and southbound U.S. 101. Drivers who use this route to reach the unmetered southbound U.S. 101 on-ramp at the Third Street interchange merely slow the progress of stadium drivers traveling on westbound Harney Way toward the meter-controlled southbound U.S. 101 on-ramp at the Candlestick Park interchange. Routing traffic away from Jamestown Avenue would thus increase the volume of traffic able to get on to southbound U.S. 101 from Harney Way.

Other benefits of this change include a decrease in conflicts between transit vehicles on southbound Third Street and other stadium traffic on westbound Jamestown Avenue, an improvement in pedestrian circulation across Jamestown Avenue when the pedestrian bridge over Jamestown Avenue at Harney Way becomes overloaded, and a decreased potential for residential sections of Jamestown Avenue to become a one-way street. It should be noted that the Giants are not in favor of this measure because they feel it would have a detrimental impact on Candlestick traffic flow. (Many of the vehicles parked in the Giants preferred parking section use Jamestown Avenue to get into or out of this parking area). It is recommended that the de-emphasis of Jamestown Avenue be tested during the 1988 football season and that the impacts on traffic be closely monitored by the City, the 49ers, the Giants and the residents of Jamestown Avenue. Specific measures to implement this test and the agencies responsible are described below:

- Close Jamestown Avenue just north of the Jamestown/Harney intersection with police barricades during the post-game period, forcing all traffic exiting the main parking lot onto Harney Way (SFPD);
- Allow pedestrians walking between the stadium and the sidewalk on the north side of Harney Way to cross Jamestown Avenue at-grade just north of Harney Way (SFPD); and
- Revise signage on Jamestown Avenue Extension south of Harney Way to guide exiting traffic onto westbound Harney Way (SFPD).

Chapter 4

FUNDING AND SCHEDULE

FUNDING

The major cost items involved in this plan are the costs of additional signage and the cost of proposed traffic signals at Third/Ingerson and Bayshore/Hester. The Department of Public Works estimates that approximately \$16,000 is required to provide the recommended roadway directional signage, with approximately \$4,000 required for the signage prohibiting stadium traffic on Ingerson Avenue and right turns from Jamestown Avenue and left turns from Gilman Avenue during post-game periods. These items are to be funded by the Recreation and Park Department in Fiscal Year 1988-89. The Department of Public Works will install the signs by October, 1988. It is recommended that the Recreation and Park Department fund the \$120,000 necessary for the two traffic signals during Fiscal Year 1989-90.

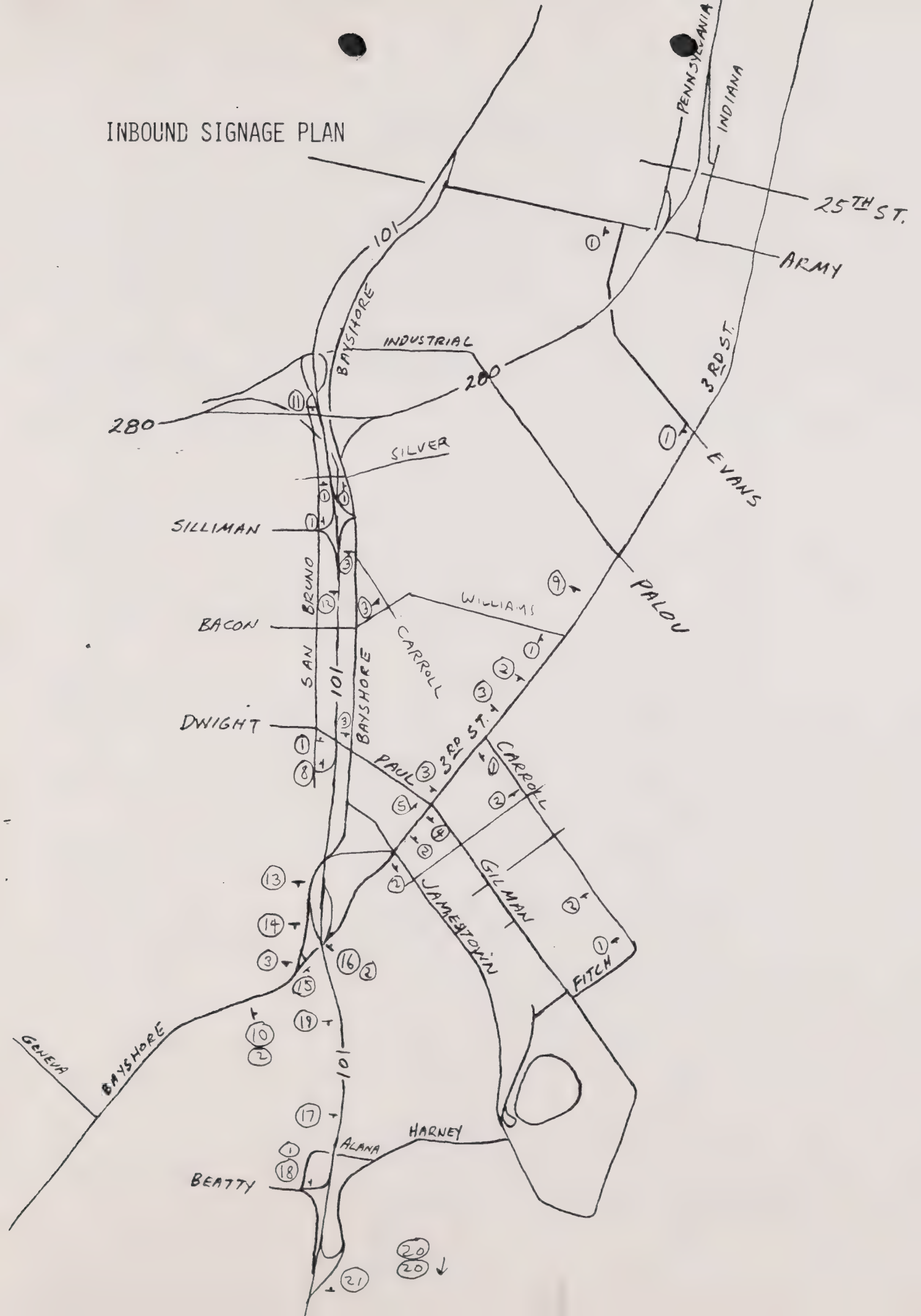
SCHEDULE

All measures recommended by the Task Force are short-term in nature. It is proposed that all measures be implemented by October, 1988. The only measures that will require additional time are the installation of traffic signals at the Third/Ingerson and Bayshore/Hester intersections.

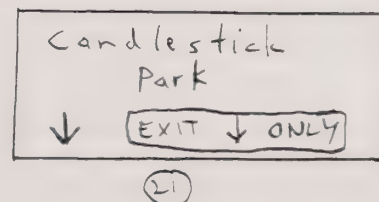
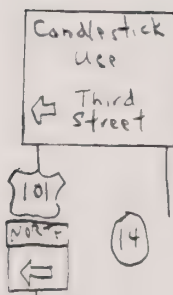
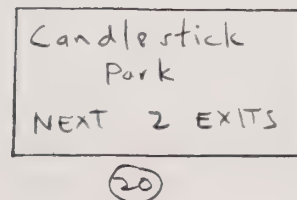
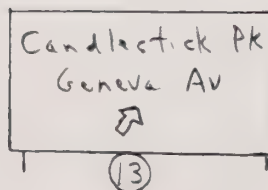
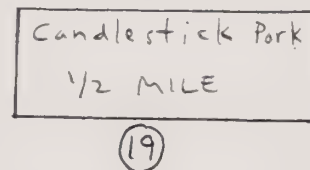
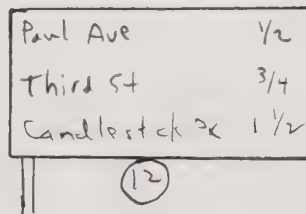
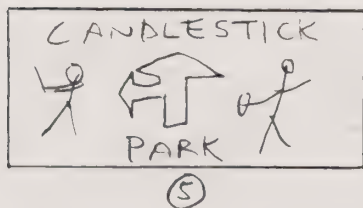
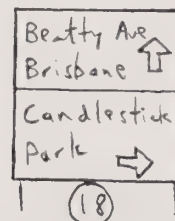
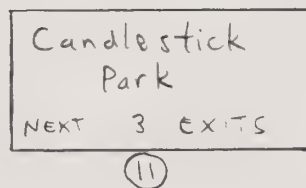
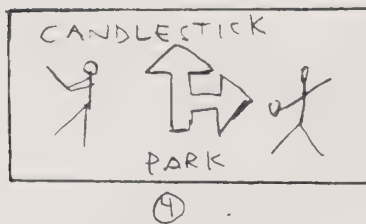
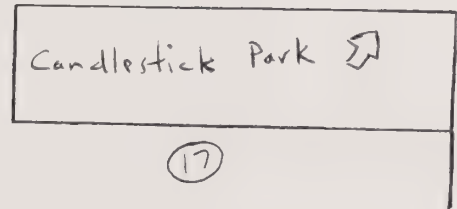
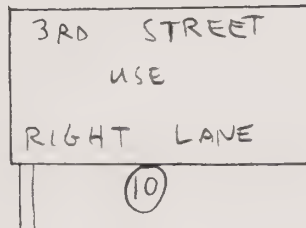
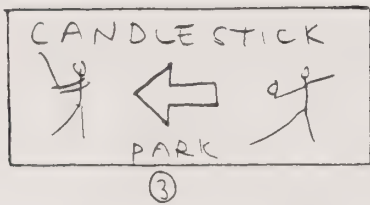
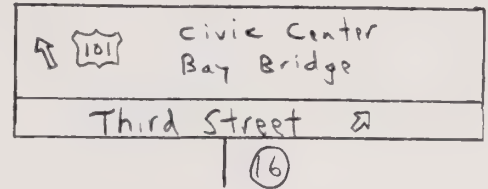
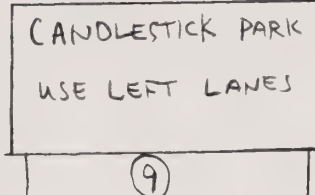
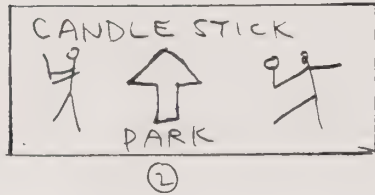
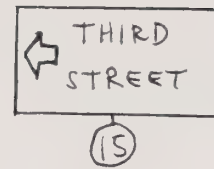
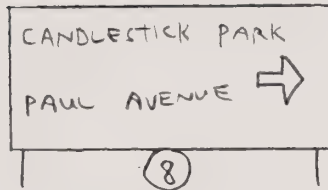
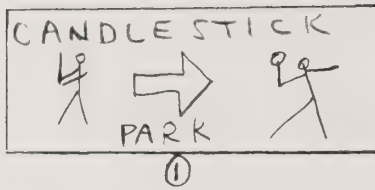
APPENDIX A

PROPOSED SIGNAGE PROGRAM

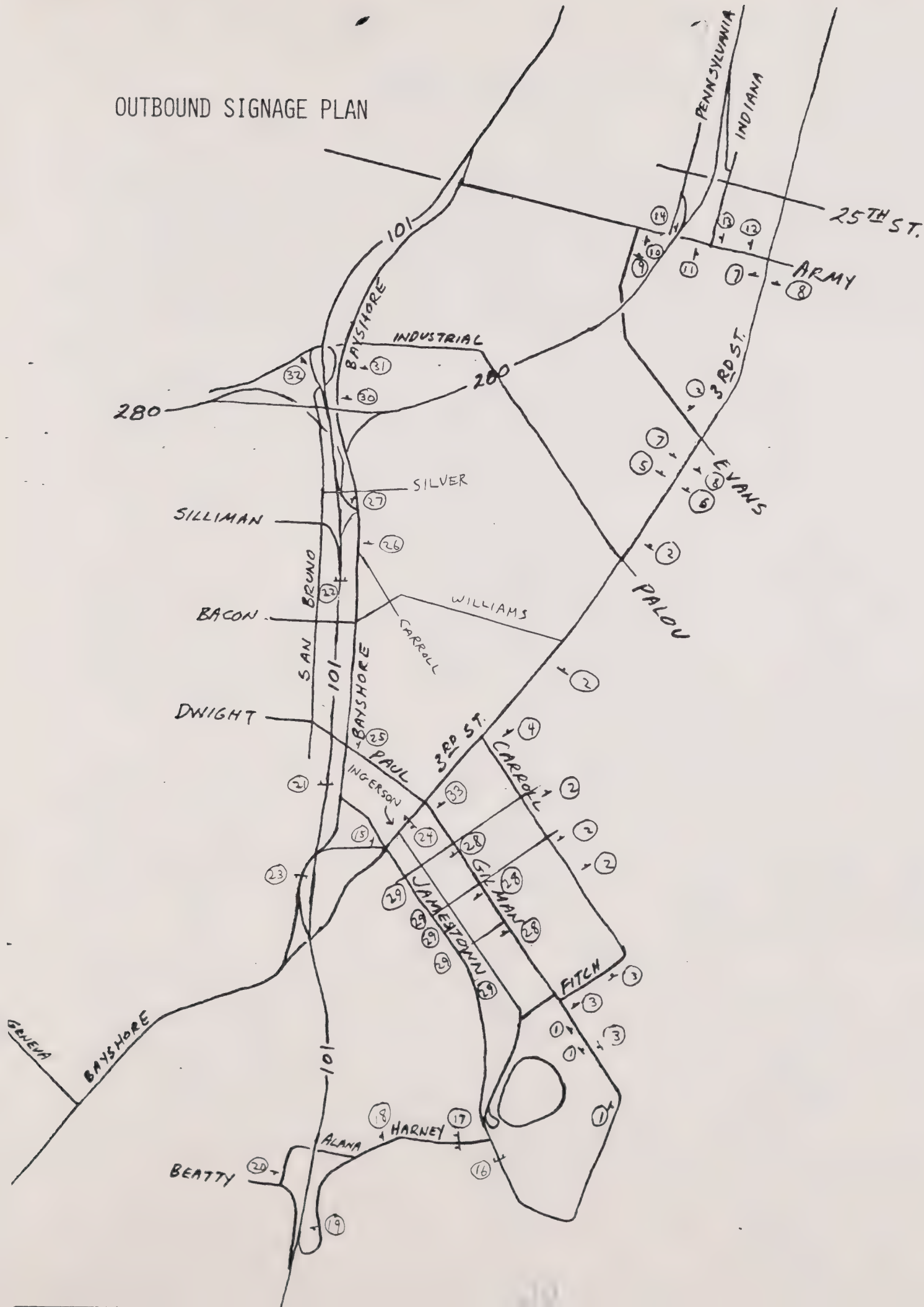
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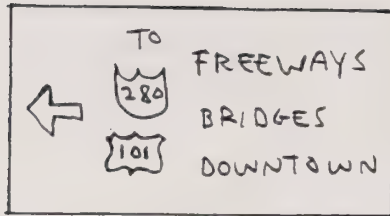
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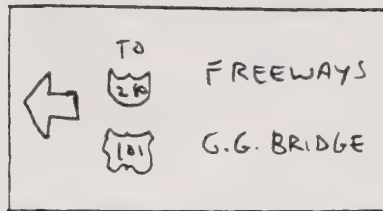
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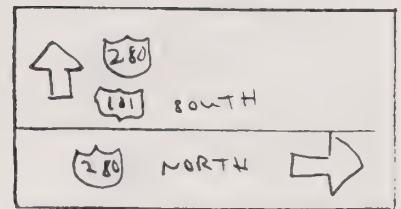
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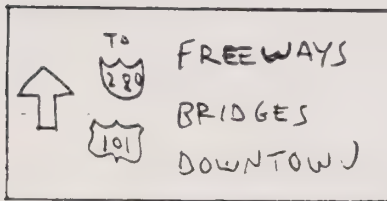
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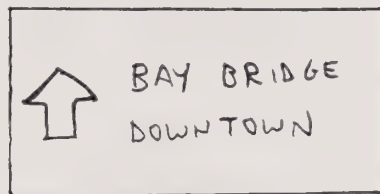
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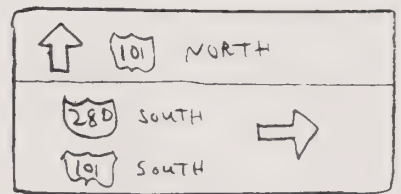
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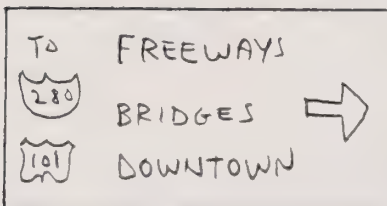
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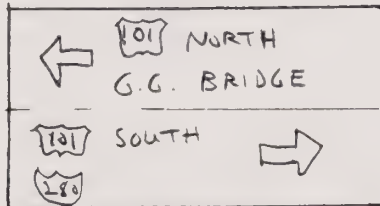
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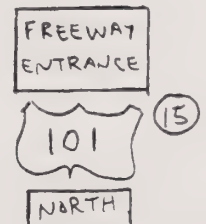
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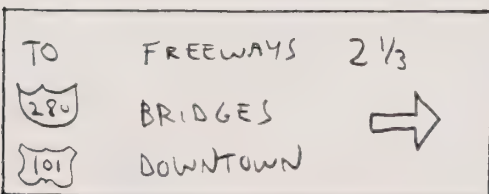
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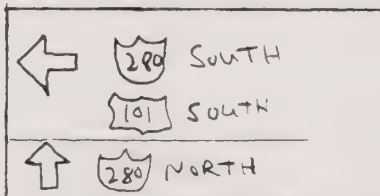
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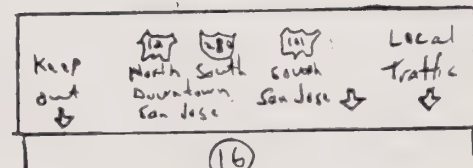
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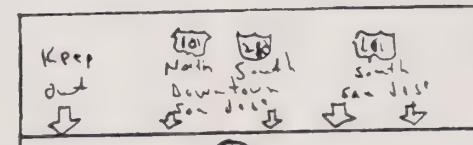
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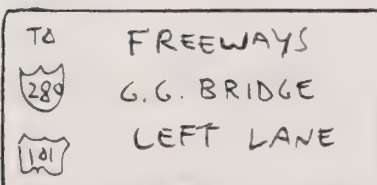
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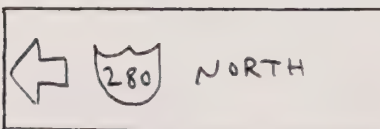
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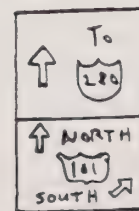
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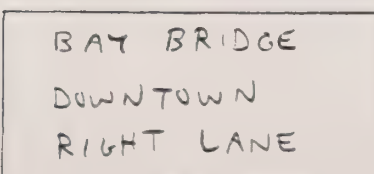
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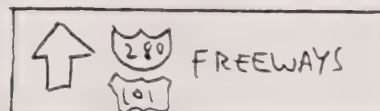
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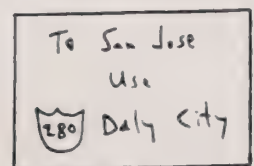
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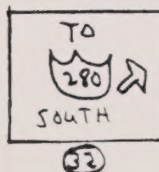
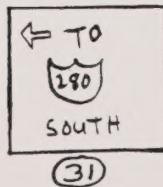
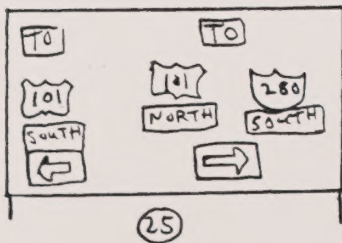
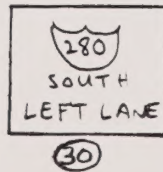
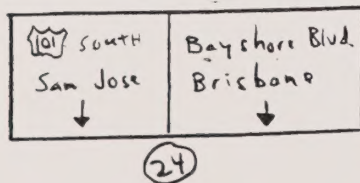
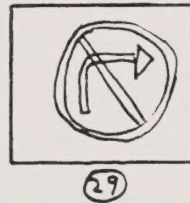
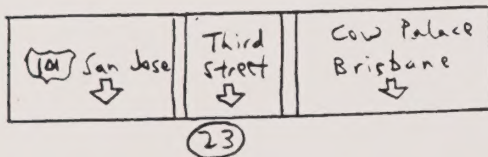
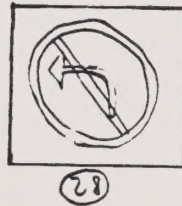
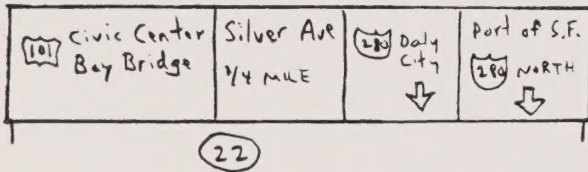
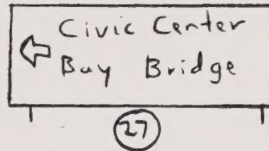
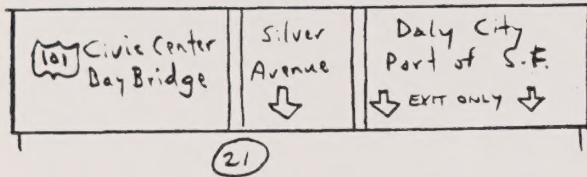
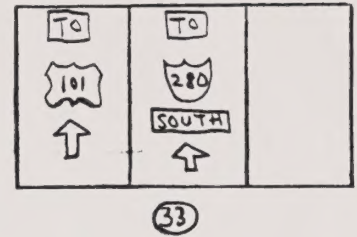
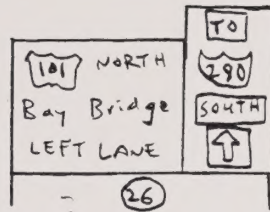
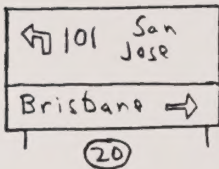


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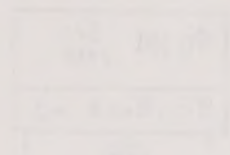




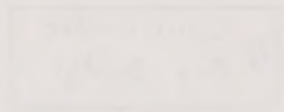
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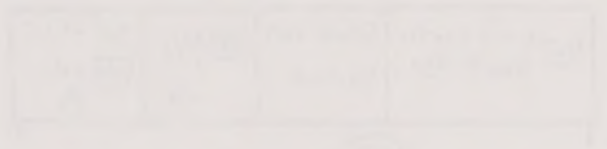
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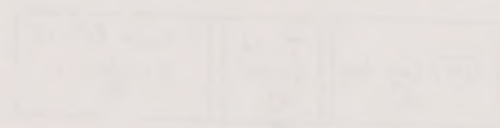
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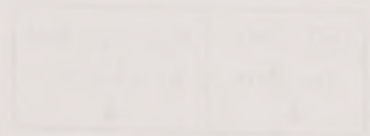
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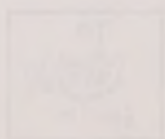
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